

PROMPT RESPONSE TO CALL IS URGED

Vigorous Appeals to Complete Recruiting of Britain's Army of 1,000,000 Men.

RESTORE OLD REQUIREMENTS

England, Who Has Never Asked for Sons in Vain, Has No Fear at Present.

LONDON, November 14.—There are manifestly concerted and vigorous appeals to complete the recruiting of Britain's army of 1,000,000 men. Within the last few days almost every paper in London, in its news columns and editorially, has urged a prompt response to the call, one or two of them reminding their readers that it is far better to have a volunteer army than even to consider the possibility of conscription.

During the first rush of enlistments the requirements were raised, a most unusual thing in time of war in any country. Now they have been restored to what they were before. The age limit has been extended, all men being accepted now who are between nineteen and thirty-eight years old. In the case of former soldiers the limit is forty-five years. The minimum height is now five feet four inches, except for former soldiers and certain units for which special standards are organized. One paper, commenting on this change, remarks that it is now possible for men who are no taller than Napoleon to join the army. Another journal points out that a very large proportion of the men in the Japanese and French armies would even now be barred from service in Kitchener's army. During the first rush in early August, men of the height of five feet three inches were accepted, and on one day there were 7,000 men recruited in London. This week the daily average of recruits at New Scotland Yard is about 800, rising on Monday, says the best recruiting day, to over 1,000.

In the War Office advertisements it is stated that the term "enlisting for the duration of the war" means precisely what it says, that men will be discharged when the war is over "with all convenient speed." It is also advertised that married men or widowers with children will be accepted, and that, if at the time of enlistment a recruit signs the necessary form, separation allowance under army conditions is issuable at once to the wife, and in certain circumstances to other dependents.

ADVERTISING FOR RECRUITS INCREASES IN VARIETY

The advertising for recruits increases in volume and variety. Buses, street cars and almost every motor car in London contain placards urging men to join. Posters appear on billboards and in empty shop windows. Such landmarks as the Nelson Monument, in Trafalgar Square, and the Mansion House are decorated with more important posters, and advertisements of the same kind. Even hotels and theatres are making a brave show of patriotism with printed notices around their buildings, a sight which is difficult to avoid reading them. "To arms! Your country needs you! Rally round the flag!" and other stirring messages in bold type inviting diners and theatregoers to enlist for war and amusement and follow the flag.

There is no note of inability to raise the 1,000,000 men in any of the editorial articles of this week, but there are many suggestions as to how the task can be expedited, and many as to the comfort of the recruits. For example, the Chronicle to-day suggests that at the Christmas holidays the Government should make arrangements to send men home to their homes, "to which some number of them may never pay another Christmas visit." It suggests that they should be provided for both men and women in camp at Aldershot where homes are in Cornwall, Wales, Scotland and Ireland, and since the Government absolutely guarantees the earnings of the railways during war time, that there ought to be no difficulty about arranging it.

The Country Needs Men, the leader in the Times Express, says that the terrible losses Germany has endured without flinching, expressing doubt whether the reproach of a German paper saying that the total losses of the German army amounted to 750,000 men was justified. The paper says that every call for recruits in England has been met, that the War Office has had ample recruits with which it was able to deal, and that the difficulties attending early enlistment have been to a great extent overcome. Concluding its appeal, the Times says: "The country needs men, and the officers go forth, and no gentleman in England, now armed, who is able to bear arms, should ignore it. We are glad to know that there is already a fresh rush to the recruiting offices, and still shall need more men, and yet more, and more again, if we are to crush the menace which has too long reigned over Europe, and to win peace and happiness for those who will come after us. England has never asked for her sons in vain. We do not think she will ask in vain to-day."

FREIGHT RATES ATTACKED

Grand Island and Hastings Ask E. C. C. for Relief.

WASHINGTON, D. C., November 14.—Freight rates on fish, fruit, peanuts, coffee, cheese, canned goods, wrapping paper, woodenware, vegetables and provisions generally were attacked to-day by the Interstate Commerce Commission by the Grand Island Commercial Club and the Hastings Chamber of Commerce, of Nebraska. The complaint was directed against the New York Central Lines, and about 100 other railroads and systems operating in the East and Middle West.

Grand Island and Hastings are considerable shipping centers, and it is alleged that the rates on the commodities named are grossly excessive, when compared with the rates from the same points of origin to Omaha, Neb. An equitable adjustment of the rates was requested.

ASSIGNED TO BELGIAN ARMY

Bacon Seeks Location for Mrs. Whitney's Flying Hospital.

PARIS, November 14.—The flying hospital organized in France by Mrs. Harry Payne Whitney, of New York, is to be assigned to work with the Belgian army in Belgium. Robert Bacon, former ambassador to France, has gone to the front to arrange for a suitable location.

NEW WASP OF SEA OUT OF THIS WAR

Powerful Engine of Destruction, Submarine Destroyer, Is Latest of Sea Fighters.

NAVY-YARDS RUSHING WORK

Theory Is That Craft Will Be Armed for Battle Either on Surface or Below.

[Correspondence of Associated Press.] WASHINGTON, November 14.—Out of the dearly-bought lessons of naval warfare in the North Sea, a new engine of destruction is coming—the submarine destroyer. Larger, more powerful, and with a greater radius of operations than any of its predecessors, this new wasp of the sea will not only be equipped to sting its giant adversaries, but to destroy its own kind on the surface of the sea.

British and French navy-yards and private shipyards as well, are working night and day to have the new submarine destroyers in service within the next few months. This information, coming to United States naval officers, commands greater interest, because the United States Navy, too, is to have some of these newest ships of war. Its experts have been at work upon plans for them for months.

The theory in which the new sea fighters are being built is that they shall be armed for battle either on the surface or below. They will be of much greater tonnage than existing submarines. Tentative plans have been made for boats of 1,000 tons, submerged, which would permit capacity to cross oceans with battle fleets and allow adequate provision for crew quarters. The close attendance of a parent ship upon submarine fleets would then be unnecessary.

The underwater armament will consist of torpedo tubes, as in present submarines, but more tubes and a greater supply of the projectiles employed with such terrible effect in the European war. For surface fighting against hostile submarines they will carry small guns, mounted in watertight compartments, and placed on elevators to lift them to the upper deck of the ship as she rides at foot or two out of the water. A quick-fire six-pounder probably will be the largest weapon that can be employed for that purpose, because greater weight and high above the vessel's center of gravity, would tend to render her top heavy.

GREATER CRUISING RANGE IN NEW SHIPS

Beneath the surface, the new destroyers would operate on ordinary 200-ton vessels of their type, except that they would have greater cruising range. On the surface they would scout for hostile submarines, spotting an enemy's periscope, then swinging into the water to open fire, relying on greater speed to keep in range, and upon the fact that six-pounder projectiles would easily pierce the thin skin of the hostile craft. One such sinking would cripple an enemy, even if no vital part of his machinery were struck. The puncture would sink him if he attempted to submerge, and so he would be compelled to lie on the surface at the mercy of the destroyer's guns.

The equipment of the new British fighters is understood to be similar to that for American craft. Diesel crude oil engines driving the propellers for surface cruising, and operating systems which can be changed to electrically driven by electricity. The German engine, now to be employed against its creators, adds power generated by electricity, and on its small fuel consumption depends the greatly increased cruising radius of the new ships.

POSSIBLE REVOLUTION OF POWER EQUIPMENT

American naval engineers are considering the application of Diesel engines to warships in another connection also. The result may be the complete revolution of the power equipment of the coming super-Dreadnaughts. Experiments have been made successfully with the new collier Jupiter, in getting great efficiency out of steam turbines, by using them to drive the propellers, and electricity generated by turbines to propel the ship. The theory is that by operating the turbines at higher speed than is possible in applying their power directly to the propellers, additional power generated per unit of weight which more than offsets losses through changing steam power into electrical energy.

When the plans for the great battleship provided in this year's estimate were sent to bidders, the New York Navy Yard submitted proposals for one ship to be driven by electricity, and the navy general board has the project under consideration. It is not necessary for a decision to be reached for a year, it is said, as it will take time to construct the hulls up to the point where installation of engines will be decided on.

In the meantime the board has before it a new proposal, which contemplates the substitution of Diesel engines for steam turbines to drive the electric generators. That, it is said, would virtually double the cruising radius of the ship per gallon of fuel oil carried. The board is giving it serious consideration, although no announcement of what experiments and tests have been undertaken has been made.

NO FAMINE IN VIENNA

Burgomaster Declares Economical Situation Is Satisfactory.

WASHINGTON, November 14.—The Austrian Minister of Foreign Affairs today communicated to the Austrian press, by wireless, a dispatch denying that famine conditions exist in Vienna. His dispatch said:

"Contrary to reports divulged in America, that a dreadful famine prevails in Vienna, communications published by the Vienna burgomaster concerning economical situation, states that business situation is satisfactory. Provisions perfectly sufficient. Extraordinary want of employment not observable. Sanitary conditions entirely satisfactory."

"Our offensive action in Serbia favorably progressing. Nothing important yesterday in northeastern theatre of war. Total number of war captives arrested in the monarchy, 33,000."

ONLY ENGINEERS ON RELIEF BOARD

American Commission for Relief of Belgians Does Miraculous Work.

ITS TREASURER IS A BANKER

Serious Obstacles Encountered and Removed in Sending Aid to Starving People.

[Correspondence of Associated Press.] LONDON, November 5.—With the exception of its treasurer, Clarence Graff, who is a banker, every active member of the American Commission for the Relief of Belgians is an engineer. The work of these men is pointed to as a tribute to the thoroughness of the American engineering colleges.

H. C. Hoover, who heads both the American Relief Committee and the Belgian commission, is a mining engineer, who directs the labors of 250,000 miners and smelter operatives in various parts of the world. Hoover is a graduate of Leland Stanford, Jr. University, of which institution he is now a trustee, having succeeded to the position on the board vacated by the death of Whitelaw Reid.

London is the mecca of successful American engineers, and Hoover has gathered about him a group of men well equipped for the work in hand, and, with considerable leisure to devote to it, because the war has suspended so many of the enterprises in which they are interested.

The vice-chairman is Daniel Heine, who is an electrical engineer, and head of one of the largest international electrical manufacturing groups. The other members are William Hulse, also an electrical engineer, and head of a number of engineering companies; John Beaver White, an electrical engineer, and a partner in one of the largest contracting firms in Europe; Millard Hunsicker, an electrical engineer, and for many years one of the executives of the United States Steel Corporation; Captain J. F. Lacy, a mechanical engineer, and head of a large manufacturing concern doing business in the United States and Europe; W. V. Dickson, civil engineer; Hart O. Berg, mechanical engineer; Edgar Richard, mining engineer, and Millard Shaler, a mechanical engineer living in Brussels.

STRUGGLE WITH QUESTION OF SUPPLYING BELGIUM

For three weeks American, Spanish and Belgian diplomatic representatives struggled with the question of supplying Belgium with food without making much progress beyond securing the promises of co-operation from the various governments concerned. The need became acute, and it was necessary to get food under way at once, the American ambassador here called upon Hoover to form the needed working organization, and the result when Hoover called for volunteers was the existing commission with its predominant engineering personnel.

The first and most serious obstacle encountered by the commission was the refusal of the English government to remove its embargo on the export of food, even for such a necessary work as the succor of the starving Belgians. Early in the diplomatic negotiations, the English government insisted on permission to allow the export of food supplies to Belgium, but promised the Belgian minister a large cash contribution each month. Evidently becoming alarmed at the English government's domestic food supply, the Cabinet reconsidered its action and declined to do more than make a lump sum contribution of \$250,000 to be used to purchase food for the Belgians in Holland. As one of the members of the commission expressed it, this was equivalent to asking the Belgian minister to buy food for his starving fellow countrymen at the North Pole, for Holland has not only forbidden the export of foodstuffs, but is actually suffering from a shortage itself.

The commission then determined upon the bold step of buying the necessary foodstuffs for temporary relief and counting on diplomatic efforts and pressure of public opinion to force the British government to raise the embargo. Within twenty-four hours the organization of the commission it had purchased \$250,000 worth of food supplies, chartered the necessary ship, and while the food was being placed on board, the Belgian people were starving and asked, "Are you going to allow this food to go to the Belgians or not?" Having carefully advertised the facts of the exclusive production of arsenic for the exclusive production of arsenic, the British government, there could only be one answer from the British government. The consent was given, but with the stipulation attached that an equal amount of food must be replaced in the British markets from some foreign source. This, with the additional ruling of the English government, that all supplies for the starving Belgians must be carried in neutral bottoms, practically means that all relief for them must come from America, so the commission will make every effort to co-ordinate the various enterprises under way in the United States for the relief of the Belgians with its work here.

ONE INDUSTRY BENEFITS

Arsenic Work at Bristol One of Two Such Plants in America.

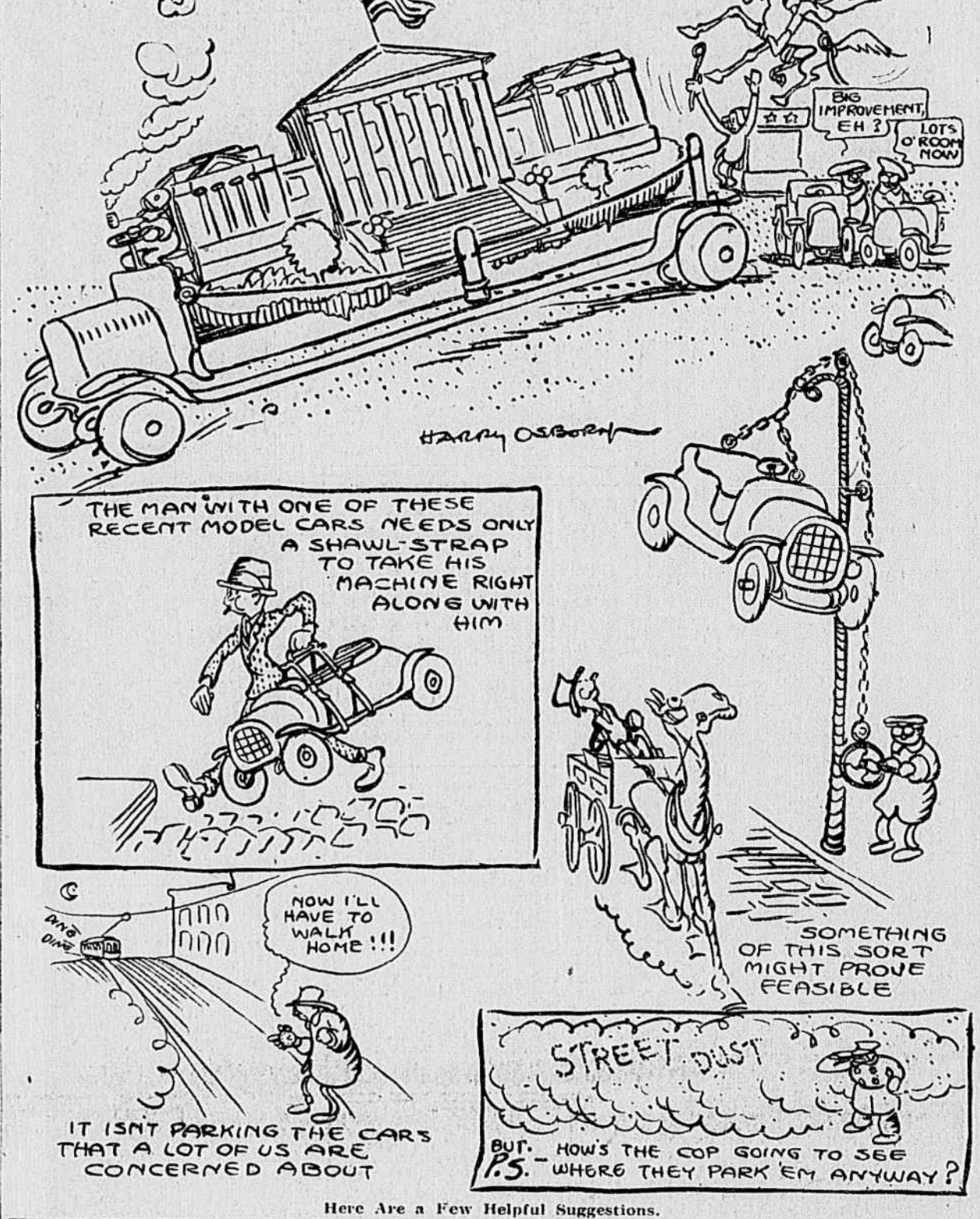
There is one Virginia industry that will benefit by the European war. It is located at Bristol, and is one of the two places in America where works for the exclusive production of arsenic have been erected. It is difficult for these plants to produce arsenic to be sold in competition with the by-products of the smelters, except in periods of high prices, such as will prevail if the war and its industrial disturbances are long continued.

The consumption of white arsenic in the United States last year amounted to 7,200 tons, valued at \$750,000, of which 2,513 tons, valued at \$150,256, was produced as a by-product from copper and precious metal smelters. The balance came from the works at Bristol and another plant at Mineral, Wash.

For the present, imports of arsenic are seriously diminished by the war. The American smelters will probably save more than heretofore, and the cheapness of the product has prevented the saving of all that is practical, and the war would seem to open the way for an increase in the American output.

WHERE SHALL THE CARS BE PARKED?

(INSTEAD OF CUTTING DOWN THE TREES NEAR THE CAPITOL WHY NOT JUST REMOVE THE CAPITOL ITSELF?)



Here Are a Few Helpful Suggestions.

GERMAN ARMY BECOMES VERY HUMAN INSTITUTION

Caste Spirit Which Divides Officer From Rank and File Not So Much in Evidence.

SORT OF DEMOCRACY OF DEATH

Kaiser's Forces in Field More Liberal Organization Than in Barracks—Three Privates Receive Decorations of Iron Cross.

[Correspondence of Associated Press.] BERLIN, November 5.—The German army is a very human institution just now. The iron discipline of the barracks and the caste spirit which divides the officer from the rank and file are not so much in evidence.

In one of the better restaurants of Berlin sat two officers of the line. The war look of the field-gray uniforms of one showed that he had seen service. That the other had been at the front was clear by a bandage over his head.

Following an animated recital, the officer in the worn uniform picked up a bottle which had lain beside him on the table and proceeded to unwrap six mouthwashes.

"You see," he said to his conversational companion, "life in the trenches—and there will be much of it, I fear—is rather slow. There are several men in my company who can play these things, and I am taking these back to them. A little music helps them pass the time and keeps them in good humor."

"I gave my captain five boiled potatoes and the half of a salt herring the other day, and he told me he appreciated it," said a private when asked to explain to what extent life in the barracks resembled life in the firing line.

To the remark that hunger comes to all men regardless of station in life, the private commented:

"That is so, of course, but the officer did not have to thank me for it." He would have served no purpose to argue this point with the man, so another question was asked.

DUTY NOW SEEMS SAME FOR ALL ALIKE

"This is the time when everybody must do his duty," replied the man, and then added slowly and with emphasis, "and that duty right now seems to be the same for all alike—everybody within his place, of course. The officer is as likely to be shot as we are, and sometimes more so, and that, I believe, even things up considerably."

"A sort of democracy of death," suggested the interviewer.

But the word "democracy" is in Germany principally associated with the "social democrats"—the German Socialist party. For that reason the private had nothing more to say.

It is as difficult to interview a German private as it is to get information from one of the few officers who inhabit the large rambling General Staff Building, across the Reichstag Building. It seems to be as much the duty of the soldier to be silent as to fight.

OPTIMISTIC PICTURE OF ALASKA'S FUTURE

Governor J. F. A. Strong Submits His Annual Report to Secretary Lane.

URGES CLOSER SUPERVISION

Points Out Need of System of Wagon Roads and Trails to Supplement Government Railroads—Disease Must Be Stamped Out.

WASHINGTON, November 14.—With an optimistic picture of Alaska's future, Governor J. F. A. Strong, his annual report submitted to Secretary Lane, urged that the government exercise closer supervision for the conservation of the territory's wealth of fisheries, pointed out the need for the construction of a system of wagon roads and trails to supplement government railroads, and declared means must be taken to stamp out disease among the native population.

"With the promise that the future exact knowledge of the extent and variety of the great mineral and other resources of Alaska, coupled with the broad policy of development which the government has inaugurated in Alaska, it is confidently believed, will hereafter occupy an important place in the mining, industrial and economic history of the United States."

TOTAL VALUE OF MINERAL RESOURCES OF ALASKA \$1,970,330

It is estimated that there are now 22,000 white people in the territory, an increase of 3,000 over last year's estimate. The total value of the 1913 mineral output was \$13,470,235, and the total value of the products of the Alaskan fisheries was \$15,739,065. Both showed some declines from the preceding year. The territory's commerce in the last fiscal year showed exports of more than \$21,000,000, a decrease because of lesser gold production, while the United States sold merchandise worth \$21,929,460 to the territory.

Alaska's mineral resources, Governor Strong said, awaited development to restore some of the foreign supply cut off by the European war. Lack of an adequate coal supply, he said, had retarded industrial development. Congress recently passed a leasing bill to open the coal fields in the far northern territory.

"Alaska's copper production," said Governor Strong, "is now important and promises to increase largely within the coming years. Given a supply of coke, which cannot now be had at prices which make it available for industrial use, the copper industry would be greatly stimulated by the erection of smelters for the treatment of the ore."

AGRICULTURAL POSSIBILITIES BEGINNING TO BE REALIZED

The Governor said that the agricultural possibilities of the territory are beginning to be appreciated. There are probably 50,000,000 acres of land suitable for agricultural purposes, he said, and millions of acres adapted for cattle raising and dairying. Outlying other sources of natural riches in

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ONLY ONE SHIP A WEEK FOR AMERICA PROBABLE

Reason for Curtailment of Passenger Service Is That Demand Justifies Nothing More.

GREAT FALLING OFF IN TRAFFIC

Almost Every First-Class British Ship Now Under Orders to Join Squadrons to Bring Soldiers From Every Part of Empire.

[Special Cable to The Times-Dispatch.] LIVERPOOL, November 14.—Although there has been no public announcement of the reduction of the half-dozen important transatlantic steamship companies whose headquarters are here regarding their plans for service this winter between England and America, the heads of these lines privately predict that not more than one ship a week will depart from an American port. The Cunard Line, for example, expects to reduce its sailings to New York to two ships a month. The last time this kind of schedule was in force in the Cunard organization was in 1910, the first year of its existence.

The reason for a curtailment of passenger service to a basis that has not existed since ante-bellum days, as advanced by the shipping company representatives, is simply that the demand justifies nothing more. The westbound traffic has fallen off until none of the ships which have sailed from New York in the past month has been filled to capacity, and eastbound traffic is almost nil.

But the fact remains that British steamship companies could offer no better service if the demand were as great as it was in August, when sixty liners left England once bound for New York. Almost every first-class passenger ship flying the English flag is at this moment under orders from the admiralty to participate in one or another of the troopship squadrons which have been organized to bring soldiers by tens of thousands from every part of the empire.

Never in the history of the world's shipping has anything been known comparable with the cruise of an squadron of this kind—and this in spite of the fact that not one word has even yet leaked out about it. All England knows is what it reads in brief dispatches stating that "about 20,000" Canadian troops have been landed at Plymouth. As a matter of fact, the total number exceeded 60,000.

MAGNIFICENCE OF CRUISE APPARENT ON PAPER

I saw to-day a chart, prepared by the admiralty, which gave the position of each of the thirty-nine liners on which this army was transported. Even on paper the magnitude of this armada was apparent. There were three long lines of ships, thirteen in each line. From the time they cleared the St. Lawrence until they sighted Plymouth, the distance between these three lines was about 600 yards. In brief, there were three of Britain's newest Dreadnaughts—exactly 600 yards between their freeboards. Planking the first line of the steamship columns, again 600 yards to right and left, were two

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GERMAN ASSAULTS IN WEST FLANDERS BECOME LESS KEEN

Feeling Grows That Base for Invasion of England Will Not Be Gained.

OFFENSIVE ASSUMED AT POINTS BY ALLIES

Vivid Idea of Tremendous Action Preceding Recent Attacks on Ypres.

RUSSIANS STILL ADVANCING

Occupation of Johannisberg Regarded as of Great Strategic Value.

LONDON, November 14.—Both official and unofficial reports concerning the situation in Flanders agree that the force of the German assaults on the allies' lines disputing the way to Dunkirk and Calais has lessened, and the feeling is growing in England that the coveted base for an invasion of Britain never will be gained by the Germans.

A Paris official statement declares that from the sea to the River Lys the German action has been less keen; that the allies have assumed the offensive along some parts of the front, are making progress south of Ixschote and have retaken a hamlet east of Ypres. Artillery duels continue along the rest of the line.

A British official report gives a vivid idea of the tremendous action which preceded the recent attacks on Ypres by the Germans. From dawn for three hours the Britons were under a heavy artillery fire, which died away to be succeeded by an infantry onslaught by the Prussian Guard, who were hurled back after penetrating the British lines at two points.

Dixmude has been reported as re-occupied by the allies, but this lack of confirmation. As the allies have resumed the offensive at certain points, there is reason to believe that this town may again be the centre of savage fighting.

On the eastern battle ground the Russians continue advance. Vienna admits officially that they have occupied Tarnow, Jaslo and Krasno, in Galicia. Residents are fleeing from East Silesia. In this they may be influenced by the belief that the Russians will not permit the German civilians to remain in the vicinity of their armies. The occupation of Johannisberg, in East Prussia, is regarded here as being of great strategic value to the Russian army. One of the German invaders came from the south for this movement, they must have overcome extraordinary obstacles. The Germans are reported as having taken the towns of Gruchow, Opatow and Gieselsdorf, fifty miles southeast of Breslau, and to have left the defense of the Cracow fortress entirely to the Austrian garrison.

CITY OF DANZIG LOOMS IN RUSSIAN OBJECTIVE

In the opinion of British observers, the city of Danzig, on the coast of West Prussia, looms large as a Russian objective, and dispatches reaching here from Petrograd convey the belief that the Russian authorities desire the resumption of the German offensive against Russian Poland will not cause a diversion.

The usual absolutely contradictory Russian reports of the Russian advance in the Russo-Turkish battle front. The Russian report steady progress over the old battle grounds of 1876, while the Turks claim that the Russian armies have broken through the lines across the border with heavy losses.

From the headquarters of the Teutonic armies come conservative statements of the activities of their armies. Vienna admits certain Russian successes which incidentally mean that the Slav power again is in possession of the great oil fields of Galicia, but another report from Austrian headquarters indicates that the Russian advance has been checked by the German continued success against the Balkan enemy in the campaign to force the Servians behind their own borders.

Berlin reports progress on the western front, accompanied by the expense of every attempted advance by the allies. German military experts, commenting on the fact that the prisoners taken at Neuport were French, claim this is proof that the Belgians have been so cut to pieces that they have become necessary for the French to take their places. They believe also that the taking of prisoners on the Ypres front indicates that the German army is flagging. One of these military writers does not conceal the anxiety caused by the Russian advance, but sets down his belief that the German front is not in such a bad position. The only naval news of importance is the announcement that the submarine menace off Dover has been relieved by the dragging of chains along the bottom of the channel. This procedure is believed to have destroyed certain German submarines which for weeks have been successful in eluding the British guard ships.

CONTINUOUS ONSLAUGHTS OF UNPRECEDED FURY

PARIS, November 14.—The battle line of the allies, extending 100 miles from the sea to the River Somme, has been subjected night and day during the three weeks past to continuous onslaughts of unpreceded fury. The attacks reached their highest degree on Thursday, after the capture of Dixmude two days before, according to eyewitnesses, who have returned from the front. The "how" was slackened, whether through the lack of ammunition, from fatigue or discouragement or pending the arrival of fresh drafts of men from Germany, has not been established.

The allies, in spite of all the fierce assaults, remains unbroken. Many competent observers had expected to see it drawn back, yet it was not, although to have fallen back on the strong positions which had been prepared in the rear, would in no way have diminished the strategic value of the allies' forces.

"We have lost nothing since the great battle where the Kaiser's writes (disastrous) fell to pieces," says George Clemenceau, the ex-premier. "We have lost nothing, and we have gained something. We have gained time and ground, the one no less precious than the other."